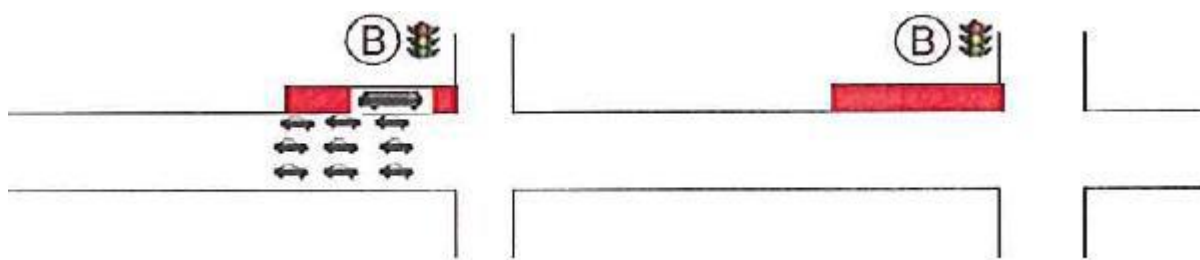


ATTACHMENT C – MEDIUM TERM BUS PRIORITY OPTIONS

Depending on the success of the short-term bus priority measures, further bus priority measures could be considered in the medium to long-term to improve bus travel time. These measures could include:

- **Queue jump lanes at key intersections** (medium-term):
 - Queue jump lanes start before the approach to an intersection to allow buses to bypass traffic queues.
 - The lane typically needs to be longer than the peak hour queue.
 - This priority measure works where there is an underutilised lane, such as a left-turn lane or slip lane.

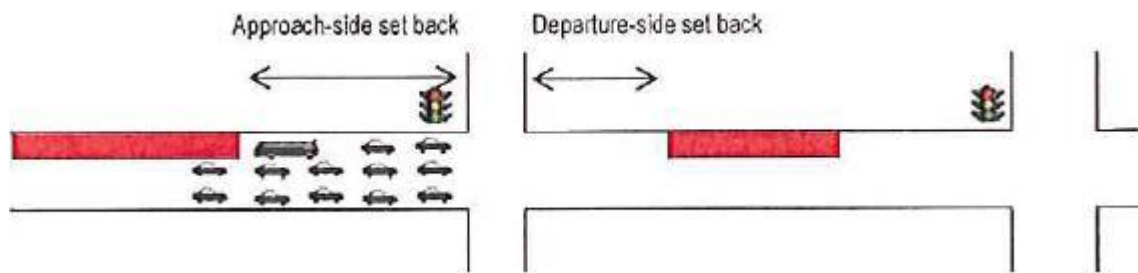
Figure 1 Queue jump bus lane



Source: Austroads, 2012

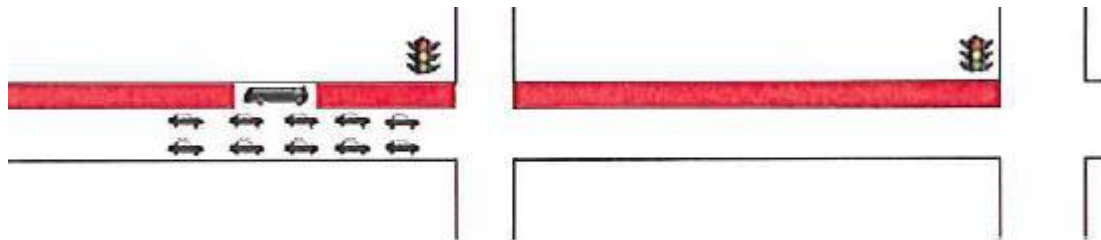
- **Traffic signal priority** (medium to long-term):
 - Including extended green traffic light time (reduces delays to buses through an intersection).
 - GPS-based signal priority treatments (enables the bus to be tracked and provides them with signal priority when required e.g. late running buses).
- **Set-back bus lanes for parts of (or the entire) Corridor** (longer-term):
 - Set-back bus lanes end a certain length from an intersection on the approach side and are used instead of continuous bus lanes.
 - Set-back bus lanes enable the intersection capacity to be maintained for all traffic, by not dedicating road space for buses.
 - The purpose of the set-back lane is to position the bus close enough to an intersection to allow it to cross the intersection in one cycle of the traffic lights, rather than be in the queue with all other traffic and so more likely to be waiting more than one cycle. It can also include a set-back departure bus lane after the intersection to enable the bus to merge back into traffic.
 - Set-back bus lanes can be used in conjunction with signal priority.
 - Continuous bus lanes are unlikely to be achievable without significant road widening and property acquisition. Normally, continuous bus lanes operate for the entire length of the road section between intersections.

Figure 2 Set-back bus lane



Source: Austroads, 2012

Figure 3 Continuous bus lane



Source: Austroads, 2012

Re-routing the Transit Corridor via the entire length of Argyle Street (from New Town Road) has also been considered:

- This option is not considered viable at this time due to the commencement of Argyle Street as one-way south of Burnett Street. It could only be considered with conversion to a two-way network, which has been shown to increase traffic congestion.
- More supportive land use change (e.g. more trip attractors and housing to generate patronage) along Argyle Street between New Town Road and Brisbane Street would also need to occur to support re-routing.

Utilising the rail corridor for mass transit:

- The potential re-use of all or part of the rail corridor remains a future option for the Northern Suburbs public transport network, for either light rail or bus rapid transit.
- The State Government is currently investigating options for using the rail corridor for light rail.